



# **North America Emission Control Area Fuel Oil Non-Availability Report**

Date of Issue 25 June 2013

Field No	Field Name	
1	Report Form ID	ECA0100
2	Ship Operator Name	MUR SHIPPING BV
3	Vessel Name	MV SPRING SUNRISE
4	Flag Country	HONG KONG
5	IMO ID Number	9628037
6	Date of ECA First Notice	28-Dec-14
7	Location of ECA First Notice	SOUTH AFRICAN COAST
8	Name of Ports after First Notice	Saldanha Bay, Cape Town
9	Name of Last Port before ECA Entry	Cape Town
10	Name of Port with Fuel Oil Supply Disruption	NA
11	Name of Original Fuel Supplier with Disruption	NA
12	Number of Fuel Suppliers Contacted	NA
13	Date of Entry in the ECA	29-Jan-15
14	Time of Entry in the ECA	08h23
15	Sulfur Content of Non-Compliant Fuel Oil	<0.01% m/m LSGO on board
16	Projected Hours on Main Propulsion	<0.01% m/m LSGO supplied in Fairless Hills
17	Name of First POC	36hrs
18	Compliance Fuel Oil Available at First POC?	Fairless Hills
19	Plan to Bunker Compliant Fuel Oil at First POC?	Yes
20	Number of fuel suppliers contacted at First POC	Supplied additional 72mts LSGO; vsI has encountered storm conditions after sailing Fairless Hills & has insufficient LSGO to arrive Boston
21	Name of Second POC	1
22	Compliant Fuel Oil at Second POC?	Boston
23	Plan to Bunker Compliance Fuel Oil at Second POC?	Yes
24	Number of Fuel Suppliers Contacted at the Second POC?	Yes - stem for 70mts at Boston
25	Date of Exit from ECA?	1
26	Time of Exit from ECA?	17-Feb-15
27	Has this vessel operated in the ECA in previous 12 months?	about 18h00
28	Number of Separate Visits to the ECA	Yes
29	Number of Ports visited in the ECA	1
30	Previously submitted ECA0100 forms?	1
31	Number of Submitted Reports	45
32	Designated Corporate Official Name	45
33	Designated Corporate Official E-mail	Ms Joan Murphy
34	Designated Corporate Official Phone Number	ops.za@murship.com
		+27 10 00 33 38 2



### 35 Description of Actions to Achieve Compliance

On 6<sup>th</sup> of January 2015 the vessel had 65.36m mts of LSMGO on board. On the basis of the following calculation we estimated that the vessel would need an additional 65.36 mts of LSMGO.

Calculation:

Entering ECA to arrival Fairless Hills 326nm = 1.09 days sailing

Estimated consumption = 23.36mts.

Vessel sailed Cape Town with 62.261mts <0.01% sulphur Gas Oil on board.

Fairless Hills discharge – 10.5 days

Estimated consumption = 42mts

Total requirement = 65.36mts

On the 1st of February we supplied of 72 mts LSGO in Fairless Hills.

Since that time the vessel has consumed 57.08mts LSGO. The principal cause of this excess consumption has been the very bad weather the vessel has encountered 19hrs stay at anchorage due to heavy fog, and storm moving south along the coast with heavy winds and high swell resulting in vessel only making 3knots headway at present. We have been advised by the Master that of the LSMGO on board 15mts is unpumpable and thus unusable.

We therefore now estimate that on or about 1200 hrs on the 11 of Feb 2015, the vessel will run out of usable LSGO and will need to burn HS MGO, with a sulphur content of 0.6%<sub>m/m</sub> for a period of about 20hrs, a total of about 20 mts HS MGO. Should the vessel run out both LSGO and HS MGO prior to arrival in Boston, she will need to burn HS IFO, with a sulphur content of 2.63%<sub>m/m</sub> for the remaining period of about 5hrs, a total of not more than 10 mts HS IFO.